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Our Lady of the Skies 2016 Annual Luncheon

Our Lady of the Skies 2016 Annual Luncheon, sponsored by the Catholic Guild at JFK Airport, was held on Wednesday October 26, 2016 at the Cradle of Aviation Museum in Garden City, NY. This years honorees were Lysa Scully, LaGuardia Airport General Manager, Port Authority of NY and NJ, Reverend Monsignor Jamie J. Gigantiello, Vicar for Development, Pastor St. Bernard Parish, Brooklyn in the Roman Catholic Diocese of Brooklyn, and Arthur J. Molins, General Counsel for the Americas, Lufthansa Group.

The luncheon was an overwhelming success, with some 450 attendees, and could not have been held in a more appropriate venue than the Cradle Museum. After the luncheon and raffle of fantastic prizes donated by many vendors and sponsors, attendees were invited by Andrew Parton, Executive Director of the Museum, to a showing of “Living in the Age of Airplanes” in the Jetblue giant screen Dome Theatre.

Metropolitan Airport News congratulates this years’ honorees and is proud to have been a part of this celebration. ■



(L. to R.): Msgr. Jamie Gigantiello, Father Chris, Lysa Scully, and Arthur J. Molins.

Qatar Airways and British Airways Expand Their Code-Share Partnership

The partnership expansion comes shortly after the announcement of a new joint business between the two carriers

Qatar Airways announce an expanded code-share agreement with British Airways, which from today will provide travellers with a wider choice of flights and an enhanced network.

With the launch of British Airway’s non-stop service between London and Doha, travellers will benefit from seven daily flights to Heathrow, improving connectivity on to each airline’s network. The expanded code-share network will now also include all of British Airways’ flights within the United Kingdom.

Additionally, Qatar Airways will code-share on a number of routes from London Heathrow to Europe, including all services to Dublin in Ireland; Hamburg and Stuttgart in Germany; Luxembourg; Basel in Switzerland; Bilbao, Malaga, Ibiza and Palma in Spain; Lisbon and Faro in Portugal; and Billund in Denmark.

Qatar Airways Group Chief Executive, His Excellency Mr. Akbar Al Baker said: “Following the recent news of our joint business agreement with British Airways, we are pleased to further strengthen our relationship with the announcement of these additional code-share flights across Europe, which will enhance our commercial cooperation and strengthen our competitive offering in the market.”

This code-share follows the recent announcement that Qatar Airways and British Airways will commence a joint business agreement from 30 October, the same date as the first direct scheduled daily British Airways flight flies between London Heathrow

and Doha. As part of the agreement, all non-stop flights between the United Kingdom and Doha will operate under the code-share agreement allowing both oneworld carriers to provide passengers with better links between the UK, Asia, Middle East and Africa.

Qatar Airways, the national carrier of the State of Qatar, is one of the fastest growing airlines operating one of the youngest fleets in the world. Now in its 19th year of operations, Qatar Airways has a modern fleet of 190 aircraft flying to more than 150 key business and leisure destinations across six continents.

Passengers connecting through Qatar Airways’ hub, Hamad International Airport in Doha, can enjoy a comfortable and efficient transit. The luxurious and modern airport has

more than 40,000 square metres of retail space and restaurants including more than 70 retail and 30 food and beverage outlets, as well as a 25-metre swimmingpool, gym, hotel and spa. ■



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The Airline Industry's Cyclical Nature Is A Mixed Blessing

Why Economic Growth?

The airline industry is cyclical, which means that its business depends on the country's economic growth. During periods of economic prosperity, disposable income is on the rise. A booming economy allows people to spend money on discretionary items such as air travel. So, airline revenues are higher during economic growth and lower during economic contraction.

The economy started off 2016 at an extremely slow pace, recording year-over-year (or YoY) growth of 0.8% in the first quarter. Growth picked up slightly in 2Q16, recording 1.1% YoY growth.

However, this growth is still lower than what most economists expected. This is also lower than the historical average of more than 3% YoY and even worse than the 2.4% YoY average recorded in the last two years.

3Q16 GDP Estimate Cut

The August retail and housing stats already show a decline. According to the Commerce Department, retail sales fell 0.3% in August. Housing starts fell 5.8% YoY as compared to the estimated 1.7% decline. US industrial production also fell 0.4% in August, while retail inventories and US producer prices remained almost unchanged.

Most analysts, including Goldman Sachs and Morgan Stanley, have revised their GDP estimates downward. The consensus estimate now stands at 2.9% YoY growth.

The major US airlines include Delta Air Lines, American Airlines, United Continental and Alaska Air Group.

Investors can gain broad-based exposure to the airline industry by investing in the PowerShares Dynamic Leisure & Entertainment ETF (PEJ), which invests -30% in airline stocks. **ALLY SCHMIDT**

Port Authority Statement On LaGuardia Airport Incident

On Oct. 27, 2016 at 7:40 PM EST, a charter plane carrying the Republican nominee for Vice President, Mike Pence, skidded off the runway at LaGuardia Airport. There were no injuries reported. Port Authority and other emergency personnel secured the scene.



The Fuel of the Future Is Hydrogen

Airplane flies on hydrogen power

While governments, private entities and political groups battle over the use and economies of natural gas, wind turbines, coal, solar power and atomic power, no one is talking about the real future of energy, and that is hydrogen. While by most estimates, we are still 50 or more years away from producing economic hydrogen fuel as an energy source, it has been experimented with in limited ways as a source of power. Like solar and wind power, today,

it is not economically viable, however, it is very abundant, does not emit carbon and other harmful elements, can produce high energy levels (such as jet fuels) and is as sustainable as the air we breathe. The primary source for this article was: *Aircraft Maintenance Technology* Oct 3, 2016 - **Joseph Alba, Editor**

A new milestone in emission-free powered flight was achieved in Germany on September 29 with the maiden flight of the HY4, a four-seat airplane powered by hydrogen fuel cells. The HY4 aircraft took off from Stuttgart Airport (STR) for its first official flight and stayed airborne for 10 minutes. The HY4 is the world's first passenger aircraft whose electric motor was powered by electric energy generated solely by a hydrogen fuel cell system.



First flight of four-seat passenger aircraft HY4

Researchers from the DLR Institute of Engineering Thermodynamics at the German Aerospace Center developed the aircraft's powertrain and worked on the project with industry and research partners Pipistrel, H2FLY, The University of Ulm, and Stuttgart Airport.

The DLR researchers developed the Hydrogenics hydrogen fuel cell powertrain and installed it in the aircraft.

The aircraft was built by the Slovenian airplane manufacturer Pipistrel, and consists of two Pipistrel Taurus G4 motor glider fuselages connected by a common central-wing section on top of which the propulsion unit is located. This consists of an approximately 104-hp electric motor with the propeller in front and three

low-temperature hydrogen fuel cells behind. The hydrogen is carried in two high-pressure tanks made of carbon fiber, located in each of the two fuselages just aft of the passenger cabin. The auxiliary battery pack is located aft of those hydrogen tanks just behind the occupants.

The hydrogen is stored at a pressure of 4,300-5,800 pounds per square inch (psi) before being reduced to 100 psi to be fed to the fuel cells in the engine

pod. The only waste product from this process is water. The high-performance lithium battery pack covers peak power loads during take-off and climb. It can also be used as a backup energy system in case of the failure of the hydrogen system, giving the airplane 15 minutes of endurance.

Josef Kallo, responsible for the HY4 project at DLR and professor at the University of Ulm said, "With the HY4 we now have an optimal platform to continue developing the use of fuel cells on aircraft. ... Small passenger aircraft such as the HY4 could soon be used in regional transport as electric air taxis and offer a flexible and rapid alternative to existing means of transport." ■



Many members of the EWR community took to the pavement for the 2016 FOD Walk.

“The FOD Walk was a wonderful success,” New Jersey Airports General Manager Diane Papaanni said. “The entire airport community has been involved in raising the awareness level of every employee of the critical need for FOD mitigation, and its removal from our airfield operating area.” ■

Originally published by the Port Authority Communications Department via PA News.



Facility management and staff joined employees from Terminal B, Westfield, and the Transportation Security Administration to speak with patrons throughout the terminal. Many customers shared positive comments about their experience, and a few were pleasantly surprised that management took time to ask for their feedback. ■

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Ms. Scully was recognized for her trailblazing career and contributions to the New York construction industry. At the event, Ms. Scully took the opportunity to thank Governor Andrew Cuomo and Lieutenant Governor Kathy Hochul for their support in rebuilding LGA. ■



(L. to R.) Lauren Balliet; Petra Kandus; Dana Mecomber; Paul Higgins; Melissa Zostant; Laura Francoeur; Jeffrey Time; Bernice Malione; Nathaniel Kimball; Ronnie Bendernagel; Ai Yamanaka. Not Pictured: Michele Delgado; Alexandra Nin; PAPD Deputy Inspector John Roland; and Lieutenant Thomas Lomonaco.

JFK Airport Does Some Fall Cleaning

More than 1,200 pounds of garbage disappeared from the shoreline of Jamaica Bay outside John F. Kennedy International Airport on October 14. Was it magic?

No, it was just the diligent and speedy work of about 40 volunteers in JFK’s annual beach cleanup, including Port Authority staffers from several departments and volunteers from York College of the City University of New York; Vaughn College of Aeronautics and Technology; the State University of New York at Farmingdale; and International Shoppes.

The team fanned out across a mile stretch of beach along Jamaica Bay (near JFK’s Outfall #8), clearing that span of more than a ton of garbage in two hours’ time. ■

ICAO Member States Agree On Aviation Carbon Offset Agreement

ICAO’s 191 member states have agreed to the Carbon Offset and Reduction Scheme for International Aviation (CORSIA), with 65 states—including the US, China and all European Union (EU) countries—signing up for the voluntarily stage between 2021 and 2026.

The resolution was passed during the 39th Assembly in Montreal Oct. 6, three years after ICAO was tasked with coming up with a scheme to curb aviation emissions.

“We now have practical agreement and consensus on this issue, backed by a large number of states who will voluntarily participate in the global market-based measure scheme and from its outset,” ICAO Council president Olumuyiwa Benard Aliu said.

Over the coming two years, ICAO will work to lay out the technical rules of the global market-based measure (MBM) system, which paves the way for carbon neutral growth through carbon-offsetting, rather than a cap-and-trade system, or a carbon emissions tax.

“The historic significance of this agreement cannot be overestimated. CORSIA is the first global scheme covering an entire industrial sector. The CORSIA agreement has turned years of preparation into an effective solution for airlines to manage their carbon footprint,” IATA DG and CEO Alexandre de Juniac said.

With 65 states signing up for the voluntary period, CORSIA is expected to offset around 80% of global airline carbon dioxide (CO2) emissions above 2020 levels between 2021 and 2035. “Even states that would normally not be required to participate—small island nations and developing economies—have shown their commitment by signing up,” de Juniac said.

More voluntary sign-ups are expected to follow and the remaining ICAO states will come on-board during the mandatory phase in 2027. ■



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Long Island Youth Experiences Joy of Flying

14-year-old Johnny O'Connell climbed into the cockpit of a Piper airplane at Republic Airport in Farmingdale, NY along with his flight instructor from Ventura Flight Adventure and his mom, Lisa and brother Jake to experience the joy of flying. The plane took off and took him on a journey over Long Island and then into New York City and New York Harbor. Johnny sat alongside the pilot and flew the plane himself with the help of his friendly pilot from Ventura. He flew over the Statue of Liberty and over New York Harbor where some great photos were taken.

Johnny is a freshman at St John the Baptist High School in West Islip, Long Island, and competes on the cross-country team and track team and is an Honor student. Johnny lives with his parents and younger brother in Lindenhurst. A true son of Long Island.

JoAnne Farrell of *Metropolitan Airport News* staff interviewed this precocious young man.

What was going through your mind while flying? Where you nervous, scared?

"At first I was a little nervous, but then I realized that what I was doing was extremely amazing. I became excited. Flying over Long Island and Manhattan was extremely beautiful to look at and witness from above."

Do you think flying is something you would like to pursue as a career?

"While I had not been thinking much about taking up flying as a profession, or a career in general, I would now consider flying as a job in the future"

What advice would you give to a kid thinking about taking the Flight Experience?

"I would tell anyone who wants to try a flight experience to do it.! It is a unique experience and it could possibly change your life. I know it changed mine. I am now taking an interest in flying.



Was it the best birthday gift ever?

"Yes, it was an awesome birthday gift and easily one of the best I have ever received."

What was your favorite part of the whole experience?

"My favorite part of the flight experience was the view from Long Island and NYC while flying over 1,000 feet above the surface of earth. Just looking down and seeing of this stuff, it was just AMAZING! JOANNE FARRELL

FROM THE EDITORS DESK:

Foxx in the Chicken Coop

Are government regulations strangling the trucking industry?

BY JOSEPH ALBA

The American Trucking Associations (ATA) took the United States Department of Transportation (DOT) to task over DOT's recent proposal calling for the requirement of electronic limiting of truck speeds.

This stems from a late Summer announcement from the DOT Secretary Anthony Foxx, when he announced that the National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration (FMCSA) want to propose equipping heavy-duty vehicles with devices that limit their speeds on U.S. roadways.

This just adds to the large number of rules; some very complex and expensive to install, that are plaguing the trucking industry. There are 58,765 employees working in the Federal Government's Department of Transportation and I believe every one of them is writing regulations for the trucking industry and cargo industry as a whole.

Making matters worse, the general public and retail consumers appear to have little understanding about transportation regulations. Many are not knowledgeable about how compliance to regulations normally involves increases in costs; therefore, a predictive rise in



prices for goods and services. When a truck delivering thousands of crates of oranges leaves Plant City, Florida for the northeast, the cost of that delivery directly affects the price you pay for those oranges at your supermarket. As my wife said when she saw oranges at Stop n' Shop selling for 5 for 5 dollars; "is that supposed to be a bargain?"

No one is questioning the need for regulations to maintain safety and security. What is troubling is that these regulations are written and enforced by people who never leave their government building, or even their office, and

who have little practical knowledge of the area they are "regulating". And most troubling, the regulations are enacted with little or no input from the companies that have to live with the them.

Our governments' regulatory sectors seem to think private companies have secret bags of cash stashed away that they can dip into whenever they have to implement a new rule. Au contraire. They have to reduce staff, cut less profitable routes, reduce warehouse and office space, or take other actions that reduce their level of service and/or level of profitability. Industry experts argue that whatever those savings, the smaller firms and independent owner operators that are the backbone of a highly fragmented market will take a productivity hit, making it difficult to pay off their trucks that have doubled in price since 2000.

As a result, small to mid-size trucking outfits will need to find more drivers to haul the same amount of freight – and seek other ways to cut costs – in order to make it.

Besides the speed clocking devices mentioned above, the most onerous of the new regulations is one that will force U.S. trucking companies to electronically log employee hours is designed to limit accidents by keeping tired drivers off the road.

Even with the projected profitable financial results this year, and positive expectations of the industry in the future; the foundation is still fragile with driver shortages, watchful waiting on gas/diesel prices and now; this flurry of costly compliance rules.

According to an FMCSA analysis, the rules will affect nearly 3.4 million drivers. Larger

firms with better economies of scale like Werner Enterprises Inc have seen their productivity cut between 3 and 5 percent by electronic logs. Estimates vary up to 15 percent for how much productivity could fall at America's small trucking outfits. The ATA estimates the sector is short about 50,000 drivers. With these rules affecting the small and mid-sized firms, electronic logging could leave the industry short 1 million drivers, according to industry tracker FTR Intel.

Trucking is undoubtedly one of the most heavily regulated industries in the United States. The past few years have been especially turbulent with the adoption of the 2012 highway bill, the cost increase of freight broker bonds and the controversial hours of service rule, among others.

We can only hope that congress and the newly elected President will bring all parties to the table and re-negotiate the rule-making, or perhaps stretch out the compliance time to reduce the financial burden, and provide additional time to learn and adapt to the changes.

"Some of the smaller trucking companies are just not going to survive" the change to electronic logs, said Dan Clark, head of BMO Transportation Finance, North America's largest truck and trailer financing company. Enactment of this law may drive smaller trucking firms out of business.

But what the heck; the United States economy is growing at a super-heated rate of less than 2% a year for the past eight years and we have over 95 million people out of the labor force; why do we need more businesses, or truck drivers. ■

JFK Airport's Terminal 4 Selects Leidos To Help Improve Operational Efficiency



JFK International Airport's Terminal 4 - one of the world's most modern and efficient air terminals - has selected the BEONTRA Operational Terminal Prediction (OTP) tool from Leidos, global science and technology solutions company, to help maximize the efficiency of terminal operations following a successful pilot project.

With more than 20 million passengers passing through the terminal per year, Terminal 4 is the first airport terminal in North America

to go live with the technology that will enable staff to spot variations from the operational plan before they occur and be better prepared to deal with events that take place as the day unfolds.

Airport operators are starting to use the predictive power of software to monitor and forecast passenger numbers, so they can deploy enough agents, screeners, and other staff at the right times, to get everyone through as quickly as possible. That technology has now reached

American shores: New York's JFK Airport is the first in the US to go live with an Operational Terminal Prediction tool to try to gain that extra efficiency.

The software, called Beontra, is now running at JFK's Terminal 4, home to 32 airlines and 20 million annual travelers.

Beontra grabs data on flight operations and delays from the Airport Operational Database, which also includes passenger data. Airlines can opt to feed it info directly too: Delta, for example, tells the system when it changes up its schedules. For those that don't help out, Beontra can pull the info from online sources.

"The primary reason to put this software in place is resource planning," says Daryl Jameson, who runs IT and baggage systems for JFK International Air Terminal, the private company that runs the terminal. "It gives us a better idea of the changing environment in real time."



Accurate resource planning is critical to ensure that staffing levels reflect the volume of passengers that use the terminal throughout the day. Terminal 4 welcomes more than 70,000 passengers traveling through the terminal on an average day, with 48 percent of flights bound for international destinations.

In partnership with Leidos, Terminal 4 also was the first airport in the New York area to display processing times for travelers in 2015. The queue measurement system, which is located at Terminal 4's TSA security checkpoints, Customs and Border Protection checkpoints and the indoor taxi waiting area, uses beacons to detect and track Wi-Fi or Bluetooth signals from devices to derive passenger waiting time, journey time and density.

The information can be integrated with BEONTRA OTP to further augment the depth of data, to inform decision-making, and improve forecasting accuracy. ■

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Port Authority Bathes Lower Manhattan In Pink At One World Trade Center

One World Trade Center, already the tallest structure in Lower Manhattan, took advantage of its growing prominence in the New York skyline to honor Breast Cancer Awareness Month by shining pink for the remainder of October.

The Port Authority of New York and New Jersey, Tishman Construction and Five Star Electric have collaborated to light the under-construction building – which is now at 86 floors – to commemorate this important cause. For more than a quarter century, October has been the month to highlight breast cancer awareness, with pink used to symbolize the efforts to combat the disease by raising funds for research, prevention and cure.

The Port Authority also highlighted three employees in a brief video that discusses their personal history with breast cancer, and how important it is to raise awareness. To see the video, go to: www.YouTube.com/WTCProgress.

“The Port Authority has made a commitment to being part of the fight to find a cure for breast cancer,” said Deputy Executive Director Bill Baroni. “By lighting One World Trade Center pink, we join millions of New Yorkers and New Jerseyans dedicated to raising awareness and finding a cure.”

The Port Authority also has marked the month by lighting in pink the LED necklace lights of the George Washington Bridge, and the control towers at John F. Kennedy International Airport and Stewart International Airport. ■

Control Tower at JFK Bathe In Pink Commemorating Breast Cancer Month

In October, the Port Authority, in collaboration with the Breast Cancer Research Foundation, participated in a kick-off event for Breast Cancer Awareness Month by bathing the air traffic control tower in pink. ■



Delta Celebrates 12th Anniversary of “Breast Cancer One”

Survivor flight honors 140 breast cancer survivors

Delta celebrated its 12th anniversary of the “Breast Cancer One” survivor flight, kicking off the airline’s Breast Cancer Awareness month throughout October and continuing the tradition of building awareness and raising funds for the Breast Cancer Research Foundation.

This year’s flight honored 140 breast cancer survivors who flew from New York to Los Angeles. Festivities began with an event at the gate in JFK before the pink plane made its way to LAX, where survivors and attendees enjoyed another gatehouse event and an overnight stay, including dinner, hotel accommodations and a meet-and-greet with one of BCRF’s world-renowned researchers, Dr. Sofia Merajver from the University of Michigan.

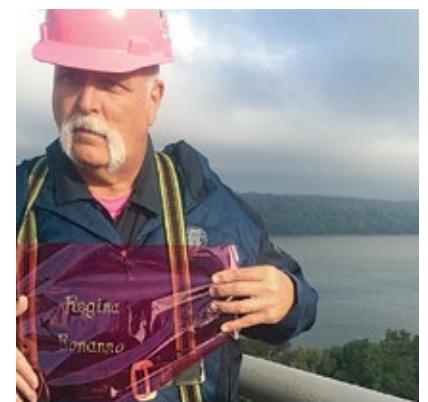
To further raise awareness and support for breast cancer research, Delta employees will wear pink uniforms and sell pink products, including pink lemonade, on board and in Delta Sky Clubs throughout the month of October. Purchases of the airline’s pink products will benefit the Breast Cancer Research Foundation. ■

Stringing Up Breast Cancer Lights On GW Bridge

Each fall for the past eight years, Port Authority electrician Chris Bonanno has gathered his George Washington Bridge colleagues for a task 600 feet above the Hudson River that most would think of as scary, but for Bonanno is a labor of love.

Last week, Bonanno was joined by agency friends and colleagues in scaling the bridge to change the GWB’s signature necklace lights to glow pink in recognition of Breast Cancer Awareness month. The team placed pink gels, or transparent cellophane covers, over the bridge’s white LED bulbs to illuminate its message.

Each pink layer bears the name of a victim of breast cancer or a survivor. ■





Go Pink, or Go Home!

Dallas-based Southwest Airlines turned one of its flights pink last month, in honor of breast cancer awareness. On Oct. 6, a Southwest flight crew got to meet Diane, who is a two-time breast cancer survivor, on one of their flights. She's now been cancer free for 16 years. In honor of Diane's fight against the disease, the entire plane was turned pink and the flight crew wore pink as well. ■

American Airlines Employees Take On Breast Cancer With Be Pink



Maureen Smith, American Airlines Customer Service Agent

After skin cancer, breast cancer is the most commonly diagnosed cancer among American women. In 2016, there are more than 2.8 million women with a history of breast cancer in the U.S. This includes women currently being treated and women who have finished treatment.

Maureen Smith, PHL-based Customer Service agent, was first diagnosed in 2002 at the age of 38. "I went through chemo and radiation, and I hoped my journey was over and I would become a survivor," said Maureen.

According to the American Cancer Society, 5 percent of all breast cancer diagnoses in the U.S. are metastatic, also known as stage 4 or advanced cancer, which has spread

beyond the breast to other organs in the body. More commonly, metastatic cancer arises months or years after the initial diagnosis and completed treatment. The chance of the cancer returning and metastasizing varies from person to person and depends greatly on the biology of the tumor and the stage at the time of original diagnosis.

With encouragement from family, friends and her American Airlines family, Maureen was able to go through chemotherapy and radiation for a second time. Four months later, the doctors were able to say those magic words: "You're in remission."

But much to her dismay, just two short years later, her breast cancer had metastasized to her spine and liver.

Although metastatic breast cancer is not considered curable, it can be treated. And, as treatment continues to improve, so does survival.

"I sit in a chair every Monday to receive my chemo to keep the cancer from coming back," added Maureen. "I can happily say that I have not had a recurrence in 12 years."

American is dedicated to turning more patients into survivors and has taken a stand in the fight to end cancer. Throughout the month of October, every \$1 donated to Susan G. Komen will earn donors 20 AAdvantage miles, with a \$25 donation minimum. ■



Monroe Woodbury High School Football Team Provides Assistance For Breast Cancer Cure

The Making Strides for Breast Cancer Walk was held in the townships of Monroe and Woodbury located in Orange County, 12 miles south of Stewart International Airport. This is a big affair involving many groups with the usual organizations and local agencies. From my viewpoint as I drove south on Route 32, there was a sea of pink stretching from Woodbury Common to surrounding roads in this heavily trafficked area.

This year, the entire Monroe Woodbury football team volunteered, donning their yellow vests and helping in any way they could. Service volunteers furnished water, served coffee and muffins, and even distributed discount books for the walkers.

Even young football players are willing to give up an entire day to promote women's health.

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NJ ASDO Annual Aviation Networking Conference

Air Services Development Office (ASDO) ran a successful event at the Ramada Hotel in Newark on Friday, October 28th.



(L. to R.): Ralph Tragale, Delores Hoffman, Helene Gibbs, Diane Papaian, Renee Spann, Bill Huisman

FAA Expands Pilot Training Regimen

New airline pilots would go through professional development and mentoring programs along with enhanced training for captain upgrades, under a proposed rule the FAA developed after several years of working with airlines and others in the industry. The agency announced it will publish a Notice of Proposed Rulemaking, which would open a 90-day comment period.



The measure would require air carriers to form committees of managers and pilots to oversee the mentoring programs, which would include new leadership and command training for all pilots pursuing PIC status. New hires would go through familiarization and observation of flight procedures prior to joining flight crews.

The proposal emerged from the aftermath of the 2009 Colgan Air/Continental Connection crash in Buffalo, which killed 50 people. Since then, Congress has directed the FAA to develop rules related to the professional development of airline pilots.

The NTSB also has pushed for a number of regulatory changes to pilot training requirements and cockpit operations, recommending that the FAA develop "mentoring, leadership and professional development" programs for pilots. The FAA worked with three Aviation Rulemaking Committees addressing professional development, pilot training and airline safety.

"Pilots have an enormous responsibility for the safety of their passengers and crew," FAA Administrator Michael Huerta said in the announcement. "We have some of the best pilots in the world and should take full advantage of our pilot's wealth of experience to raise professional standards and cockpit discipline." ■

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(L.-R.): Jose Caceres, Director of Project Adelante; Bill Huisman, Exec. Director, Aviation Development Council; Maria Bordas; Emmanuel Pinales, Adelante student; Genesis Calderon, Adelante student; Dr. Dawood Farahi, President of Kean University; Susan Gannon, Acting Director of the Office of Research & Sponsored Programs; Anthony Pittman, Acting Dean of the College of Education

ADC Community Outreach Check Presentation

The Aviation Development Council (ADC) has invested in the youth of Queens via Project Adelante.

Project Adelante provides an academic year education program on Kean's campus on Saturdays and a 4-week summer program to 160 Hispanic students from the districts of Elizabeth, Passaic, Perth Amboy and Plainfield. The program offers academic classes in math, science, technology and English as a Second Language (ESL) in addition to counseling. Other activities include mentoring, tutoring, field trips to educational sites, preparation for the

state required tests as well as college admission tests and parenting workshops.

ADC's sponsorship of this school tutoring & mentoring program was the result of some dialogue between ADC's board member airlines and the Community Affairs office of the Port Authority of New York and New Jersey. Said Bill Huisman, the Director of the Aviation Development Council; "The Aviation Development Council has formulated a community outreach program which is focused on youth education, youth leadership development, and youth wellness. We were looking for a worthwhile initiative in the Jamaica area and began discussions with our industry partners, like United Airlines, Delta Air Lines, Air Canada, American Airlines, and the Port Authority.

Kean University's 'Project Adelante' Program became a natural choice for our local outreach efforts", states Bill Huisman, the Executive Director of the Aviation Development Council. "We are demonstrating the region's aviation industry concern for the youth of the communities it serves, through our community outreach program and appreciate the support we receive from the Port Authority and our airline board members. ■

Airbus CEO Merges Divisions

Airbus Group will merge with its commercial plane-making division as it seeks to simplify its corporate structure. The integration, in January 2017, will establish a single Airbus brand for the Group and all its entities, the company said.

The proposal, the latest bold stroke by its German chief executive – approved by the board on 29 September and which will take effect in January 2017– will see all three Airbus Group divisions – Airbus, Airbus Defense & Space, and Airbus Helicopters – become simply commercial aircraft, defense and space, and rotorcraft businesses, all known as Airbus.

Airbus Group chief executive Tom Enders will lead the merged company, with Fabrice Brégier as its chief operating officer. Brégier will continue in his current role at the plane-making unit as president Airbus Commercial Aircraft. Brégier will have group-wide responsibility for reshaping digital operations, and the global supply chain.

Airbus chief executive Tom Enders said "We are bringing Team Airbus closer together, recognizing that our Commercial Aircraft Division is by far the largest contributor to our company's revenues and financials. Enders added; "establishing a simpler and leaner structure with less bureaucracy, closer collaboration and faster processes will lead to "the next level of performance".

The merger continues a series of integration steps the group has taken in recent years. ■

UPS Orders More Hybrid Delivery Vans

UPS plans to add 200 new hybrid electric delivery trucks to its fleet beginning in January, the company said.

Earlier this year, the express carrier announced the order of 125 vehicles from Workhorse Group, Inc., with the same 2-cylinder engine and E-GEN chassis.

Equipped with lithium ion batteries and a range extender engine, the trucks are about four times as fuel efficient as a gasoline-powered vehicle. A cloud-based, real-time telematics performance monitoring system provides feedback for energy monitoring and route efficiency. The hybrid trucks will be deployed across the south from Arizona to Florida, UPS said.

UPS has been a major adopter of alternative fuel technology for its parcel and heavy-duty trucks. ■



Composite Aircraft Materials: The Challenge to Build Lighter and Stronger Aircraft

Sources for this article include; Science Daily Magazine, Boeing Development, and material in the MIT Department of Aeronautics and Astronautics.

Have you wondered why there is this focus on research into composite materials rather than the old stand-by, aluminum, for building airframes? It would appear that the "traditional" aircraft build, assembly and spare part materials were doing just fine.

According to a recent article in Science Magazine, the advantages to composite are longer range capability and less fuel usage with similar weight; however, they come with a glaring disadvantage; they are not as durable.

The newest Airbus and Boeing passenger jets flying today are made primarily from advanced composite materials such as carbon fiber reinforced plastic – extremely light, durable materials that reduce the overall weight of the plane by as much as 20 percent compared to aluminum-bodied planes. Such lightweight airframes translate directly to fuel savings, which is a major point in advanced composites' favor.

As indicated above, composite materials are surprisingly vulnerable: While aluminum can withstand relatively large impacts before cracking, the many layers in composites can break apart due to relatively small impacts – a drawback that is considered the material's Achilles' heel.

MIT aerospace engineers have found a way to bond composite layers in such a way that the resulting material is substantially stronger and more resistant to damage than other advanced composites. Their results are published this week in the journal Composites Science and Technology.

In experiments to test the material's strength, the team found that, compared with existing composite materials, the stitched composites were 30 percent stronger, withstanding greater forces before breaking apart.

Roberto Guzman, who led the work as an MIT postdoc in the Department of Aeronautics and Astronautics (AeroAstro), says the improvement may lead to stronger, lighter airplane parts – particularly those that require nails or bolts, which can crack conventional composites. To test the material's strength, the team performed a tension-bearing test – a standard test used to size aerospace parts – where the researchers put a bolt through a hole in the composite, then ripped it out.

While existing composites typically break under such tension, the team found the stitched composites were stronger, able to withstand 30 percent more force before cracking.

The researchers also performed an open-hole compression test, applying force to squeeze the bolt hole shut. In that case, the stitched composite withstood 14 percent more force before breaking, compared to existing composites.

"The strength enhancements suggest this material will be more resistant to any type of damaging events or features," Guzman says. "And since the majority of the newest planes are more than 50 percent composite by weight, improving these state-of-the art composites has very positive implications for aircraft structural performance." **JOSEPH ALBA**

Southwest Airlines Prepares To Haul International Cargo



Southwest Airlines will haul cargo on international flights for the first time one year from now, Wally Devereaux, senior director of cargo and charters, said at an industry conference.

The Dallas-based airline flies about 4,000 flights per day, but is a relative newcomer to international markets after acquiring AirTran and beginning service to Mexico and the Caribbean. The U.S. Department of Transportation recently awarded Southwest slots to fly to Cuba following a thaw in diplomatic relations with the United States that is slowly opening up trade and travel opportunities.

“The challenge we have is our back-office systems that we’ve built to support our cargo product over many years are built for domestic. So,

we’re replacing our point-of-sales system and our back-office system to be able to accommodate international air cargo,” Devereaux said.

The new information technology system will allow Southwest to share electronic airway bills, transmit and receive messages directly with U.S. and other customs authorities, and support different currencies. The existing system is a closed one and can’t communicate with outside systems, making information exchange with regulators and business partners more difficult.

Southwest is building the new system in house after exploring several commercial off-the-shelf products, Devereaux said. “Because of the unique way Southwest operates, we just decided that it would be better to replace the system we have by building a new one,” he said. ■

Fedex Responds To Hurricane Matthew Aftermath



On September 22, Hurricane Matthew formed from a forceful tropical wave moving off the African coast. After developing into a tropical storm, it moved west, and the storm swiftly turned into a Category 5 hurricane. As it reached U.S. waters on October 7, it left behind a humanitarian crisis in Haiti, destruction in the Bahamas and Cuba and has affected communities in Florida and the Carolinas.

At FedEx, the safety of those affected by the hurricane was a top priority. They worked with and supported disaster relief efforts through humanitarian organization relationships—such as Direct Relief, International Medical Corps, Heart to Heart International, The American Red Cross and Water Mission—to deliver food and medical supplies in Haiti and along the east coast.

These disaster relief organizations have medical staff and disaster relief supplies pre-positioned in the region. They are assessing the situation and providing critical needs like medicine, medical aid, shelter, hygiene kits and water. FedEx maintained constant communication with these organizations to ensure we are responding appropriately.

To help ensure aid is delivered efficiently, they focused their relief efforts with these existing organizations. To heed the direction of the groups coordinating relief efforts, they were able to provide charitable shipping for collection drives and donated items.

Kudos to FedEx for their efforts, and a bit of a Bronx cheer to Hollywood who love to portray big business as evil. ■

Lufthansa Shifts Freight Handling Operation In Hong Kong to Cathay Pacific Terminal



Lufthansa Cargo has moved its Hong Kong freight handling operation to Cathay Pacific’s terminal as part of its joint business agreement with the Far Eastern carrier.

The move would give customers of both carriers a single location for export drop-off and import delivery arrangements, it said. Both carriers are now working closely together on network planning, as well as sales, IT and service enhancements, and plan to transport the first shipment under their cooperation framework on 1 February 2017,

from Hong Kong to Europe. Joint bookings for eastbound shipments from Europe to Hong Kong will follow in 2018.

Lufthansa Cargo chief executive and chairman Peter Gerber, said: “There will be many advantages for our customers and it represents an important milestone for the start of our partnership at the beginning of the year. The teams of both airlines can now work on the optimal coordination of their handling processes.”

Cathay cargo director, Simon Large, added: “Bringing Hong Kong, the world’s busiest international air cargo hub closer to Europe, and thereby strengthening one of the world’s great trade lanes is what our cooperation is all about. Lufthansa Cargo’s move into the Cathay Pacific Cargo Terminal is an important first step. Thanks to the strengths of our respective networks, our customers will soon benefit from more direct connections, greater flexibility and time savings.” ■

Boeing, Atlas Air Announce Agreement For 767 Passenger To Freighter Conversions

Boeing and Atlas Air Worldwide Holdings announced an order to convert nine 767 passenger airplanes into Boeing Converted Freighters (BCF). Four of the orders were previously announced at the Farnborough International Airshow in July, attributed to an unidentified customer.

Atlas Air Worldwide, based in Purchase, New York has an all-Boeing fleet.



“Boeing has been a longtime and trusted partner as we’ve built our fleet and business,” said President and Chief Executive Officer William J. Flynn, Atlas Air Worldwide Holdings. “We look forward to continuing to work with Boeing to provide operational excellence and support for our customers.”

Through its freighter conversion program, Boeing transitions passenger airplanes into freighters, extending the economic life of the airplane.

“We look forward to supporting Atlas with our Boeing Converted Freighters as they expand their freighter operations,” said Rick Anderson, vice president of sales and marketing, Boeing Commercial Aviation Services. “With more than 40 years of experience in passenger-to-freighter conversions, Boeing has a deep understanding of the needs of the air cargo industry. Our freighter conversion program not only provides customers with world-class Boeing platforms, we also offer global support and the assurance of a Boeing-backed program.”

Boeing’s current market outlook forecasts a need for 400 widebody conversions over the next two decades, with strong demand for 767 freighter conversions due to a rise in e-commerce. ■

“No one can know exactly what the future holds for our economy and industry, but Freight Forecast has proven to be a valuable tool for everyone from industry leaders to government policy makers,” said ATA President and CEO Chris Spear. “We do know as long as our economy continues to grow, trucks will continue to move the vast majority of America’s goods, underscoring our industry’s critical role in our country’s future.” ■



In addition, Volga-Dnepr Group confirmed its order for the acquisition of 20 B747-8 Freighters. ■



The new freight shipments from local seaports will also strengthen MIA's cargo business, adding to the 1.92 million tons of international air freight handled annually at MIA – the most for any U.S. airport and the 10th most in the world. ■



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A Veterans Day Salute

BY JOSEPH ALBA

It is in the character of military people, especially veterans, not to talk or boast in any way about their military experience; so, this is a first, a new for me, to produce this Veterans Day article.

Being a veteran myself, I also know there is a vast gap in the life experience and expectations between those who have served, and those who have not. This is not a derogation of those who have not been in the military; it is more an explanation of how those who have served view the world, and can communicate with each other on the same wave length. It is a brotherhood of sorts. I am an American Legion member and our post consists of men from four wars, representing four of the branches of service and there is little difference in how we conduct our lives, and express our love of country.

At one time, veterans consisted of 12% of our country's population and now we are reduced to 7%. As active military rank and file of all or armed forces branches continue to be reduced, the percent of veterans will continue to go down as well. This is evident today when you see our young men and women serving multiple tours in the middle east and coming back "burnt out".

We have to end these multiple deployments and enlist more people into our armed forces. This will enable replacement and recovery and end the tour upon tour of duty which increases the risk of death or injury, and greatly increases the likelihood of post service trauma. The situation as it now stands is a crying shame and has to be addressed.

I can remember sitting at family events and having my dad, uncles, and cousins, all veterans, sitting around the table after Sunday dinner, espresso cups in one hand and the "scuttlebutt"* going hot and heavy. And now, being older, and sitting at a table with children, grandchildren, and extended family, and I am the only veteran present.

I sincerely thank all my colleagues, fellow airport workers and aviation staff in general who volunteered to add their little story.

*A little military language explanation: The scuttlebutt is a cask on shipboard which contains freshwater for a day's use or a drinking fountain on a ship or at a naval or marine installation. It was a place where sailors and marines met to talk, spread rumors, discuss the next port of call, etc. So, "scuttlebutt" was adopted by the Marines as slang term for idle talk, rumors, and other kinds of adult conversation. When the talk became too loud, our gunny sergeant would yell into the troop transport's living quarters or barracks; "cut the happy horse-s-t" and get back to work."

Thomas L. Bosco

Thomas L. Bosco serves as Aviation Director at NY-NJ Port Authority. Mr. Bosco has been Interim Director of Permanent Aviation Division at Port Authority of New York and New Jersey, New York since March 6, 2014. He previously served as LaGuardia Airport's General Manager. He became interim director of the Port Authority's aviation division in July 2013. He serves as Director of NYC & Company, Inc. Mr. Bosco received a Bronze Star for his service during Operation Desert Storm/Shield. Mr. Bosco is a U.S. Military Academy graduate.

Bosco grew up in the Concord section of Staten Island, and graduated from Monsignor Farrell High School.

Following the Sept. 11, 2001 terrorist attacks, Bosco led his 553-member New York Army National Guard battalion in providing perimeter security for emergency workers at the World Trade Center site before retiring as a colonel from the Army in 2004.

Bosco, who has been with the Port Authority for about 28 years, served six years of active duty in the Army and 18 years in the National Guard and Army Reserve, including time as a helicopter pilot. He was in the 1991 Gulf War and received a Bronze Star for meritorious service in a combat zone.

Thomas Bosco remarked; "As a combat veteran with 28 years of service in the US Army, I am grateful, humbled and honored to be part of a long line of military men and women who



Thomas L. Bosco

have defended America and our way of life, from the Revolutionary War to today's asymmetric conflict with Islamism. This Veterans Day, I ask all Americans to reflect upon the sacrifice of our soldiers, sailors and airmen and, just as importantly, that of their families in helping to preserve our individual liberties and to keep America safe and free. God bless our troops!"

Ron Whelan

Ronald Whelan is a Transportation Security Inspector- Cargo, Transportation Security Administration, JFK International Airport

Ron enlisted in the USMC in 1980, was granted an Honorable Discharge 1984 and reached the rank of E4- Corporal, MOS- Amtrak Crew Chief.

Ron Whelan remarked; "JFK once said, as we express our gratitude we must never forget that the highest appreciation is not to utter words, but to live by them ". This quote, in a way explains my reasoning for joining the Marines. I have a deep love and appreciation for this



Ron Whelan

great country, and believed the best way to show that appreciation was to serve and defend our country's freedom. I understand that the decision to become a member of the armed forces is not for everyone but if you have the will to do so is an excellent choice to make. This is a belief that was passed down to me by my father who served in the Korean War, and now I have passed this tradition down to my son John who has recently been accepted into the U.S. Marine Corp Officer Candidate School in Quantico Virginia and will be reporting on May 27, 2017. I couldn't be more proud of him.

Now looking back as a veteran, and reflecting on Veterans Day, I can honestly say that I am honored to have been able to serve our country as a member of The United States Marine Corp. "Semper Paratus"

Stephanie Dawson

Stephanie Dawson is Acting Chief Operating Officer of the Port Authority of New York and New Jersey and a retired Army Colonel. Ms. Dawson has been chosen by the United War Veterans Council to serve as one of three Grand Marshals in the New York City Veterans Day Parade on November 11.

This is the first time the council has selected three marshals who also were first responders on 9/11 and veterans of post-9/11 military operations. Ms. Dawson was the executive officer



Stephanie Dawson

for the 369th Corps Support Battalion when it supported Ground Zero operations during 9/11.

She is the first woman to serve as brigade commander in the New York Army National Guard, having commanded the 369th Sustainment Brigade from 2008 to 2011, and has served in Operation Enduring Freedom and Operation Iraqi Freedom.

Stephanie remarked: "Coming from a military family, where most of my uncles served in one branch of service or the other, and my father and many cousins served as well - I have always respected that selfless service and have observed and felt the impact of that sacrifice on both the veteran and the family, as well. On Veterans Day, in particular, I have been moved by, and participated in the recognition of that service, long before I became a veteran myself.

Veterans Day is an opportunity to recognize and honor our veterans and to put them front and center as we reflect upon that service that protects our national interests so that we can continue to exercise the liberties and freedoms that we hold most dear.

Watching and marching with veterans of all eras, young and old, male and female, each with their often-untold stories, reinforces for me the



James Munday with President Obama at Tomb of Unknown Soldier.

need to make sure that when we as a nation use that willingness to serve, that we must contemplate in advance the services and support that may be required, as well.”

James Munday

James Munday, Manager, Airport Operations Division, Newark Liberty International Airport (EWR), Port Authority NY & NJ grew up in Torrance, CA. After graduation from high school, he flew from California to New York (landed at EWR) and the next day started military training at West Point, NY.

A 1976 graduate of the U.S. Military Academy at West Point, Munday served 21 years’ active duty as a US Army Ranger and Infantry Officer.

Throughout his 21 years of service, Jim had several great assignments, but one of his most notable memories during Veterans Day was his assignment as the Commander of the Presidential Honor Guard and the Tomb of the Unknown Soldier (TUS). As the Platoon Leader and later the Commander of the TUS, Jim remembers the dedication, attention to detail, and sacred honor that the Sentinels guarding the TUS exhibited. “The Sentinel’s Creed” – “My dedication to this sacred duty is total and whole-hearted...It is he [TUS] who commands the respect I protect. His bravery that made us



Tomb of Unknown Soldier.

so proud...This soldier will in honored glory rest under my eternal vigilance.”

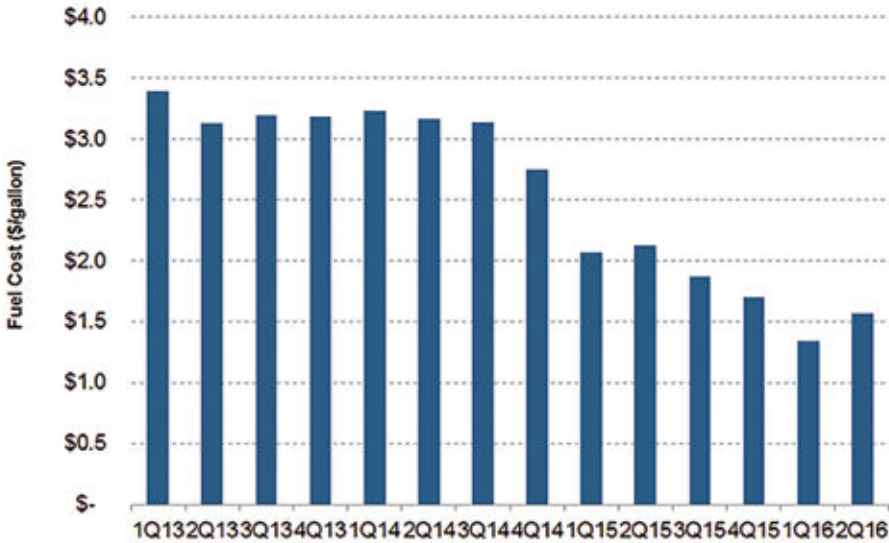
The words inscribed on the west side of the tomb state — “Here rests in honored glory an American soldier known but to God”.

Jim notes, “As a US Army soldier it was an honor and privilege to be the commander of the unit that guarded the site of soldiers known but to God. God bless our troops!” ■

Oil and Airlines: How Are They Mixing?

Airlines have been enjoying huge cash surpluses due to cheaper jet fuel, a situation that has persisted since oil prices experienced a massive slide in mid-2014. They have been busy restructuring their fleets, buying back stock to post better earnings per share, and expanding to reach routes that looked less feasible earlier. Travelers have also benefited, as excess capacity has led to lower airfares. ■

Airlines Fuel Cost



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Air Canada Opens Maple Leaf Lounge at Newark Airport

Don’t get hyperventilated hockey fans, this is not a lounge for playing hockey; it’s a brand-new location for Air Canada customers to relax before boarding.

Air Canada has opened a Maple Leaf Lounge at Newark (N.J.) Liberty International Airport, its third in the U.S., located beyond security near Air Canada’s gates. The Newark lounge offers customers refreshments, complimentary Wifi, and work facilities that include complimentary printing capabilities.

Qualifying Passengers are Business Class ticket holders, Air Canada Maple Leaf Club members and members of Elite Air Canada Club.

Air Canada has 22 Maple Leaf Lounges around world, including one at La Guardia Airport in New York City, and one at Los Angeles International Airport. The airline will be opening a new Montreal international Maple Leaf Lounge in November 2016, an expanded Vancouver international Maple Leaf Lounge in summer 2017, and will be renovating its domestic Maple Leaf Lounges at Toronto, Montreal and Vancouver in 2017. **JOSEPH ALBA**



USO Transition Workshop

The USO Transition 360 Alliance is an initiative to help U.S. military personnel and their families successfully transition into civilian life after their service ends. The alliance leverages the USO's global resources and the programmatic expertise of additional nonprofit organizations to provide a broader range of impactful programs and services to support troops and military families in: developing a plan for the future; pursuing new career paths; and strengthening their families and community networks.

Hire Heroes USA, a USO best-in-class partner, has a proven record of success empowering transitioning U.S. military members, veterans and spouses with the tools they need to find meaningful employment. As part of the USO Transition 360 Alliance, Hire Heroes USA works one-on-one with military members, prior to their end of active service, to empower them to transform their military service into civilian success.

These free transition workshops assist military members and their spouses as they transition from the military into civilian life. During the two-day workshops, clients develop a strategic plan; create a resume that conveys experience and value to employers; learn effective job search, application, and interview techniques; and gain networking skills. All participants are offered follow on, one-on-one career coaching throughout the remainder of their job search. ■

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PANYNJ Port Industry Day

Although port operations are not strictly air cargo related, they do reflect on the business as a whole and certainly are a factor for our logistics readership. So, this article which will appear in two segments; one this month and one in December, highlights the Port Authority Industry Day meeting at Liberty House in Jersey City, NJ. **—The Editor**

Evolution of An Industry: Malcom McLean Changes Ocean Cargo Movement Forever

BY MATT GUASCO
INF Marketing and Logistics, Inc., President

The New York – New Jersey Port Promotion Association hosted their 16th annual event at Liberty House in Jersey City, N.J. Turnout was strong and networking was brisk on issues from the Hanjin financial backlash to Port productivity. The discussion on containerized cargo rekindled memories of one of the founders of the modern container handling systems; Malcolm McLean.



Matt Guasco

In the 1950's there were no interstate highways and most roads in the South Atlantic were little more than paved cow paths. Malcom McLean, a successful trucker, had a vision. He believed there were cheaper and faster ways to move cargo up and down the coast and across the country.

During the early years after WW II, McLean Trucking was one of the first companies to load liquid bulk containers on railcars and move them to a point where one of his waiting trucks would deliver the cargo to its final destination. In 1956 McLean lifted the first cargo van off its wheels and placed it on the deck of a ship. The date was April 26th. The ship was a converted tanker renamed the Ideal X. Loaded in Newark N.J., fifty-eight 35' "trailer vans" of Ballantine Ale were bound for Houston. The age of containerization was born.

In 1957 Pan Atlantic Steamship Corp. as it was called, expanded its operation buying six C-2 class liberty ships built by Gulf Shipbuilding of Chickasaw, Al and converted them to container vessels. At the same time Pan Atlantic ordered four thousand 35-foot containers from Fruehauf Trailer Corp. in Detroit. The 35'er became the standard industry size because at the time it was the largest box allowed on Pennsylvania highways.

Other ocean carriers soon entered the container market: Lykes Lines established in 1900 bought into the idea of carrying containerized cargo to North Europe. Lykes perfected the concept of integrating container barges with a mother ship, which could complete an ocean voyage then discharge motorized barges to deliver containers to shallow draft ports in Asia and the South Pacific.

The integration of containerized cargo handling with terminal operations was not an easy task. Ship-board cranes performed the loading and unloading of the first container ships, and it wasn't until 1959 that shore side units were introduced. Handling of the new cargo containers also became an issue with labor. Fearing a loss of jobs the unions fought for work rules, which would protect their members. Cargo handling now required specialized labor relying less on the casual worker. It also meant that cargo could be removed from the pier and the freight stripped at off dock facilities.

Several strikes during the 1960's helped solidify work rules, which included guaranteed hours of service, maintenance and retraining of the existing labor pool and job security. During the intervening decades, SeaLand was owned by several conglomerates including R.J. Reynolds and CSX Corporation. In December of 1999 the A.P. Moller – Maersk Group acquired SeaLand and has since integrated its service into their many trade lanes.

From a man of vision to today's mega container vessels Malcom McLean truly was the man whose box changed the world. ■



Malcom McLean



Airlines Pitch In After Hurricane Matthew

Hurricane Matthew devastated thousands of miles of coastline from Florida to the Carolinas with most flights grounded during the storm. While government and UN officials estimate that some 350,000 people in the country need help, the Red Cross has launched an emergency appeal for \$6.9m to assist with aid.

U.S. airlines worked with passengers prior to the storm's landfall to issue waivers and rebook flights for affected travelers. Once the storm had passed, airlines worked to resume normal operations as quickly as possible and enacted special programs and partnerships to provide relief to everyone affected by Hurricane Matthew.

The following is a capsule summary of how the airlines assisted:

- **Alaska Airlines:** After Hurricane Matthew and subsequent flooding hit Charleston, South Carolina, Alaska Air shipped 4,000 pounds of relief supplies to support the local community. The airline has also donated 1 million miles to Angel Flight West to fly relief workers to communities in need and assist with efforts on the ground.
- **American Airlines:** Through its partnership with the American Red Cross, American Airlines donated more than 20 million AAdvantage® miles and \$1 million to disaster relief efforts in 2016 alone. Passengers who donate to the Red Cross are rewarded with bonus AAdvantage® miles.
- **FedEx:** Haiti was devastated by Hurricane Matthew, the most powerful storm to hit the Caribbean in the last 50 years. FedEx partnered with Direct Relief, Heart to Heart International and the International Medical Corps to deliver assistance to Haiti. To help the estimated 350,000 people in need of humanitarian aid, FedEx sent two Boeing 757s to the country with 75,000 pounds of prescription medicine, medical supplies, hygiene kits and emergency health kits.
- **Hawaiian Airlines:** Hawaiian Air is proud partners with Airlink and the Red Cross, two organizations currently working in Haiti following Hurricane Matthew. To support victims of natural disaster, passengers can donate their HawaiianMiles to these partner charities, and Hawaiian will match the total donation up to 500,000 miles.
- **JetBlue:** To assist with relief efforts from Hurricane Matthew, JetBlue has partnered with the American Red Cross, AmeriCares and Concern Worldwide to provide aid to hurricane victims in the Caribbean and along the Southern coast of the United States. In addition to a \$100,000 donation, JetBlue is asking passengers to get involved by donating TrueBlue points and will match up to 500,000 points.
- **Southwest Airlines:** Southwest has national partnerships with the American Red Cross, All Hands Volunteers, AmeriCares, Team Rubicon and Toolbank Disaster services. Many volunteers travel to disaster relief areas on Southwest Airlines and passengers are encouraged to donate Rapid Rewards points to these partner charities.
- **United Airlines:** United Airlines partnered with leading disaster relief organizations, including the American Red Cross, AmeriCares, Airlink and OperationUSA, to provide assistance to individuals in need. The airline has pledged to match online donations up to \$100,000 and will reward customers who donate with up to five million bonus miles.
- **UPS:** Recognizing the need for basic, life-saving essentials in Haiti, UPS joined in partnership with the Muhammad Ali Center and Love the Hungry to pack 20,000 meals for children in third-world countries, with many destined for Haiti.

"The thoughts of our entire United family are with the families and individuals affected by this devastating storm," said Brett Hart, United's executive vice president and general counsel. "Our customers and employees have shown their generosity and eagerness to help time and time again in disasters such as Hurricane Matthew. It is our hope that partnering with these organizations will help provide relief to those who need it most." ■

Delta Air Lines Announces New Routes To Connect New York-JFK, Boston To Europe

Delta Air Lines is expanding service from New York and Boston to Europe in summer 2017 with new service between Boston and Dublin and between New York and Lisbon, as well as returning service between New York and Berlin.

Starting May 25, 2017, Delta will introduce nonstop seasonal service between Dublin Airport and Boston Logan International Airport. This flight will complement Delta's existing services to Dublin from New York-JFK and Atlanta.

Also on May 25, the airline will begin serving Portugal when it launches a daily seasonal flight between New York's John F. Kennedy International Airport (JFK) and Lisbon Airport, and will resume flights to Berlin with the launch of nonstop service between JFK and Tegel Airport.

All flights will operate in conjunction with Delta's joint venture partners Air France-KLM and Alitalia.

"We are pleased to offer non-stop service from New York to both Lisbon and Berlin for the summer 2017 season, enabling Americans to enjoy two popular European destinations during some of the busiest travel months," said Henry Kuykendall, Delta's Vice President-New York. "Both cities have seen an increase in U.S. visitor numbers over the past several years, and Delta is pleased to help contribute to this growth through greater connectivity at JFK."

Thomas P. Glynn, CEO of Massport in Boston, said: "Delta's new service to Dublin will enhance the already strong bond between Ireland and New England while opening up new opportunities on both sides of the Atlantic."

Luis Araújo, President of VisitPortugal, the National Tourism Authority of Portugal, said: "Visit Portugal is excited about the prospects for this new connection from New York to Lisbon as American tourists discover the country's riches and its welcoming people."

Delta's Dublin and Lisbon services will each be operated using a Boeing 757-200 aircraft with 164 seats, while Delta's Berlin service will be operated using a Boeing 767-300 aircraft with 225 seats.

In August, Delta announced new domestic and Caribbean services from Boston starting in December 2016. By June 2017, Delta will have added more than 22 percent more seat capacity versus June 2014.

Delta is New York's largest carrier and has invested billions in New York City's airports during the past six years, leading the way in improving the traveler experience for a growing number of New York passengers – more than 27 million in 2015. The airline offers more than 500 peak-day departures to more than 130 destinations worldwide from its hubs at New York's LaGuardia Airport and John F. Kennedy International Airport. ■

Russian Airline Norwind to JFK?

Russia's Nordwind Airlines has received approval for a Moscow-New York route.

Russia Aviation Online has reported that Nordwind Airlines will replace Transaero Airlines, which went bankrupt in 2015. According to Russia's federal air transport authority Rosaviatsia, the airline may perform up to 7X-weekly flights.

In October 2015, Aeroflot Group received 56 out of 156 Transaero route designations, because Aeroflot had to carry most of Transaero's passengers when the second-biggest Russian airline ceased operations. In April Aeroflot Group renounced 13 route designations, including Moscow-New York. Aeroflot said in a statement that it "wants to avoid dominating the market."

Moscow Sheremetyevo-based Nordwind Airlines started as a leisure charter company in 2008. In 2014 the airline announced it would enter the scheduled-flights market. Currently it performs scheduled flights at several



domestic routes; for example, from Moscow to Kazan, Yekaterinburg and Voronezh, Russia, as well as scheduled international flight from Moscow to Yerevan, Armenia.

The carrier's traffic fell significantly in 2016. Nordwind carried 1.13 million passengers in the January-August period, down 41.4% year-over-year. The result could be explained with significant international leisure-traffic decline because of a flight ban to Egypt and a charter-flight ban to Turkey. ■

Airbus A330-200 Tanker Makes Maiden Flight In Spain

The first Airbus A330-200-based multi-role tanker transport (MRTT) to have been completed in an enhanced production configuration has been flown for the first time, ahead of its delivery next year.

Flown from Airbus Defense & Space's Getafe site near Madrid on September 30th the MRTT is the first to have been produced with a package of improvements introduced with the commercial A330, including upgraded avionics equipment and military systems, plus aerodynamic improvements which the company says result in a 1% fuel saving.

According to Airbus, the aircraft – already carrying its advanced refuelling boom system and under-wing hose and drogue pods – “performed in line with expectations”.

Airbus Defense & Space said earlier this year that its first enhanced tanker to fly would be the lead example from a six-unit order for the Republic of Singapore Air Force. Flight Fleets Analyzer records the tanker/transport as powered by Rolls-Royce Trent 772 engines.

The enhanced model represents the new build standard that also will be delivered to other future customers of the MRTT, which currently include France, South Korea and a consortium of NATO members. ■



Britain Votes for Third Heathrow Runway

Britain's government gave the go-ahead on October 27th to build a new runway at London's Heathrow airport despite concerns about air pollution, noise and the destruction of homes in the capital's densely populated western neighborhoods.

The decision comes after years of discussion, study and outrage over the building of the first full runway in the southeast of the country since World War II. Theresa May's government was reeling from a vote to leave the European Union, and she was anxious to prove the country was “open for business.”

“The step that government is taking today is truly momentous,” Transport Secretary Chris Grayling said. “I am proud that after years of discussion and delay this government is taking decisive action to secure the U.K.'s place in the global aviation market.” ■

KLM'S 97th Delftware Miniature Presented

KLM Royal Dutch Airlines celebrated its 97th anniversary on October 7, with the presentation of a new Delftware miniature house. The latest addition is Hotel New York in Rotterdam.

The 97th miniature was revealed at a festive event aboard the SS Rotterdam. KLM President & CEO Pieter Elbers presented the first miniatures to Ahmed Aboutaleb, the Mayor of Rotterdam, and Mr. and Mrs. Westers, who run Hotel New York. After the official presentation, the guests were

brought by boat to Hotel New York for drinks and hors d'oeuvres.

“I'm thrilled that Hotel New York has been chosen as KLM's 97th Delftware miniature,” said Peter Elbers, KLM President and CEO. “In the 19th century, the Holland-America Line maintained the most important connection between Europe and America, while today KLM's North-Atlantic route network plays an important part in connecting the two continents. In May this year, we celebrated the 70th anniversary of our first scheduled service to New York.” ■



Flights for Central American/ Caribbean Children for Medical Care

Miracle Flights, a nonprofit providing free flights for children to obtain distant specialized medical care, will now fund transportation for World Pediatric Project medical volunteers to treat children throughout Central America and the Caribbean.

World Pediatric Project (WPP) organizes teams of pediatric specialists in a variety of sub-specialties, including cardiac and orthopedic care, to deliver critical care in partner countries. WPP works with local medical partners to conduct diagnostic and surgical procedures while also implementing programs to reduce infant mortality.



Sending pediatric specialists and their teams to areas of need is often the most cost-effective way to treat children in developing countries.

“Miracle Flights is in the business of saving lives and we're going to expand our mission by flying doctors to help kids in Central America and the Caribbean,” Mark E. Brown, CEO of Miracle Flights, said. “We're eager to get started with this exciting new partnership with World Pediatric Project and some very talented doctors from the United States,” he added.

“It's staggering that 90 percent of the world's population has access to only 10 percent of the world's health resources. We're excited to partner with Miracle Flights to help close that gap,” WPP CEO, Susan Rickman, said. “By connecting kids to doctors, we're able to deliver critical care to children who would otherwise not receive it. The impact we make will last a lifetime for children and their families.”

Under the partnership, Miracle Flights will fund airline travel for as many as 50 WPP pediatric surgery teams in the coming year. These teams conduct week-long missions to eight countries, providing diagnostic and surgical care for an average of 45 to 60 children during each mission. ■



BOEING

First Launch of Boeing’s Starliner Spacecraft Delayed

Boeing said that it is behind schedule on development of its manned spacecraft, which could give competitor SpaceX the edge on being the first U.S. company to launch people into orbit since the retirement of NASA’s space shuttle several years ago.

Boeing has now postponed a first unmanned flight of the CST-100 Starliner for the second time this year, with a launch now slated for 2018 instead of 2017, The Wall Street Journal reported. Boeing is developing the Starliner under a \$4.2 billion NASA contract, while SpaceX is working on its Dragon spacecraft under a \$2.6 billion contract.

Engineering issues for the Starliner lie in the emergency launch-pad abort tests. Still, a Boeing official said the company is on “a very aggressive schedule” and “pedaling as quickly as we can” while ensuring that the spacecraft will be safe to fly, the Journal reported. When the contracts were announced in 2014, the abort tests were originally slated to take place this year. The capsule-shaped Starliner, designed to carry up to seven people into orbit and dock at the International Space Station, would be equipped with parachutes and airbags to allow for landings on the ground, making it reusable up to 10 times.

NASA is requiring that the manned vehicles are capable of launching aboard their own rockets and docking with the ISS for multiple missions. ■

Qatar Commits To Up To 100 Boeing Aircraft In \$18.6 Billion Order

Qatar Airways will purchase up to 100 Boeing jets under a deal with a potential list-price value of \$18.6 billion, the single largest aircraft commitment in the Doha-based airline’s history.

The Oneworld carrier has ordered 30 Boeing 787-9s and 10 777-300ERs, and has also signed a letter of intent for up to 60 737 Max 8s. Qatar Airways chief executive Akbar Al Baker announced the order at a press briefing in Washington DC, alongside Boeing Commercial Airplanes chief Ray Conner and the US deputy secretary of state Tony Blinken.

“Boeing has proven to be a valuable partner, and today’s announcement is testament to our appreciation of the quality of their product and their dedication to providing world-class customer service,” says Al Baker.

The order will grow Qatar’s Boeing widebody backlog to 105 aircraft, from 65, says Boeing.

Qatar’s disclosure of the aircraft order in the US capital comes amid an ongoing campaign by three major US carriers, which have accused the airline and two other Gulf carriers of receiving unfair state subsidies. While the US government has said it is reviewing these claims, it has not taken any action aside from holding “informal” talks with the governments of Qatar and the United Arab Emirates.

Boeing’s Conner alludes to the conflict between the Gulf carriers and the US airlines, pointing to how aircraft orders from foreign airlines help to create US jobs.

He says: “Today’s announcement really exemplifies the benefits of a global partnership and how trade and innovation go hand-in-hand in an increasingly interconnected world. Sometimes, what gets lost in these announcements is the impact that an agreement like this has on American lives.” ■



Getting a Buzz Out Of Aviation

The Cradle of Aviation Museum and Westbury High School has a partnership which provides aviation and life experience training for the students. The photo above shows Buzz Aldrin, Astronaut and moon explorer, with five students from the program. They trained with Buzz on simulators at the JetBlue training facility in Orlando, FL.

ANNIVERSARY: Chuck Yeager/Bell Xs-1 Breaks Sound Barrier – October 14, 1947

On October 14, 1947, flying the Bell Xs-1 #1, Capt. Charles ‘Chuck’ Yeager, USAF, became the first pilot to fly faster than sound. The XS-1, later designated X-1, reached Mach 1.06, 700 mph, at an altitude of 43,000 feet, over the Mojave Desert near Muroc Dry Lake, California. The flight demonstrated that aircraft could be designed to fly faster than sound, and the concept of a ‘sound barrier’ crumbled into myth.

The Xs-1 was developed as part of a cooperative program initiated in 1944 by the National Advisory Committee for Aeronautics (NACA) and the U.S. Army Air Forces (later the U.S. Air Force) to develop special manned transonic and supersonic research aircraft. On March 16, 1945, the Army Air Technical Service Command awarded the Bell Aircraft Corporation of Buffalo, New York, a contract to develop three transonic and supersonic research aircraft under project designation MX-653. The Army assigned the designation Xs-1 for Experimental Sonic-i. Bell Aircraft built three rocket-powered Xs-1 aircraft. ■

Principle source: Smithsonian Aviation Museum



Spirit Airlines Takes Delivery of First A320neo In US



Spirit Airlines has received its first Airbus A320neo, making the Florida-based carrier the first in the US to take delivery of the type.

The aircraft, which is powered by the Pratt & Whitney geared turbofan (GTF) engine, is on lease from Dublin-based AerCap Holdings. Spirit is set to have five leased A320neos to its network by the end of the year.

The airline said its “Fit Fleet is already one of the youngest and most fuel-efficient in the industry, and this move reinforces Spirit’s commitment

to protect the environment and lower its cost structure, resulting in lower fares and even more savings for customers.”

“This state-of-the-art technology will burn less fuel and lower our operational costs,” Spirit CFO Ted Christie said. “We continue to lead the industry in both reducing our carbon footprint and providing ultra-low fares on air travel.” ■

Signature Flight Support Takes Controls at Stewart International

Signature Flight Support has completed rebranding the former Airborne Aviation facility at New York’s Stewart International Airport in Newburgh, N.Y., making the location at the Metro New York City reliever airport the company’s eighth FBO in the New York/New Jersey area. It joins Signature facilities at Teterboro, Westchester County/White Plains, Newark, Atlantic City, Syracuse, Trenton and Morristown.

The BBA Aviation subsidiary assumed the remainder of Airborne’s lease earlier this summer after Airborne requested to break its lease with the Port Authority of New York and New Jersey while there was still another year and a half remaining. One of two service providers at the airport, the facility offers a pilots lounge, Wi-Fi, on-site car rental, crew cars and a passenger lounge, as well as the chain’s TailWins and Signature Status loyalty programs. ■



NBAA Mourns the Passing of Aviation Legend Bob Hoover

National Business Aviation Association (NBAA) President and CEO Ed Bolen today reflected on the passing of Robert A. (Bob) Hoover, an aviation legend and long-standing advocate for business aviation.

“Bob Hoover has been a source of awe and inspiration, who has provided a shared connection for generations of aviation enthusiasts,” Bolen said. “He was a national treasure, who was respected and beloved by history’s most significant aviation figures, and the millions who saw his air show performances or heard him speak.

Hoover was born in Nashville, TN, on Jan. 24, 1922, and learned to fly at Nashville’s Berry Field. He served as a combat aviator during World War II, then flew as a military and civilian test pilot before becoming a renowned air show performer. Recognized by his signature wide-brimmed straw hat, Hoover is often referred to as “the pilots’ pilot.” Jimmy Doolittle, a fellow aviation pioneer, called Hoover “the greatest stick-and-rudder man who ever lived.”

During World War II, Hoover was shot down during a combat mission and spent 16 months as a prisoner of war before escaping by commandeering a German fighter aircraft.

As recorded by Bob Collins of MPR News, the story continues; Had he remained at the POW camp a few days longer, the Allies likely would have reached him. Hoover brazenly stole a Focke Wulf Aircraft and took it to the skies. But now he faced possible extinction at the hands of any friendly pilot who would presume his Focke Wulf was manned by the enemy.

Hoover said he hugged a cloud ceiling at about 4,000 feet, figuring he would duck up

into it if he was spotted by any Allied aircraft. He planned on flying west until he saw signs of Allied territory. “I wanted to see windmills to be sure,” he explained. That would signal friendly Holland.

By the time he reached Holland, Hoover said, “My gas tank was registering close to zero.” He chose to land while he still had full control of the fighter, and selected an open field. Hoover dropped the fighter’s landing gear and settled in.

A ditch suddenly loomed ahead, and Hoover said he did not want to end up trapped in a German fighter on its back, where the Allies might not realize an American was inside. He said he “just reached down and sucked up the gear” to get the fighter to stop before tipping into the ditch.

Hoover said he wondered, “What the heck are you going to do now?” He didn’t have to wait long. “All of a sudden, pitchforks came at me from every direction,” Hoover said. Dutch farmers who spoke no English were understandably angry with the man who emerged from the German fighter.

Providence intervened in the form of a British Army truck approaching. Hoover queried the truck’s occupants: “I hope you can help me. I’m a Yank; they think I’m a Kraut!” With perfect British aplomb, the soldiers whisked Hoover to safety.

Hoover returned to the U.S. where he evaluated captured enemy aircraft and flight-tested U.S. combat airplanes, including the first jets. As an alternate pilot for the supersonic Bell X-1, Hoover flew the chase plane when Chuck Yeager broke the sound barrier in 1947. During his



military career, Hoover’s citations included the Distinguished Flying Cross, Purple Heart, the Legion of Merit and the Prisoner of War Medal, among others.

After leaving the Air Force in 1948, Hoover became a civilian test pilot, working for North American Aviation and Rockwell International for more than three decades. Considered a founder of modern aerobatics, Hoover, who piloted more than 300 types of aircraft, is best known for his jaw-dropping aerial demonstrations in his Shrike Commander and famous yellow P-51 Mustang.

Enshrined in the National Aviation Hall of Fame in 1988, Hoover regularly attended NBAA’s annual Business Aviation Convention & Exhibition, where he joined other legendary aviators in presenting the National Aviation Hall of Fame’s Combs Gates Award, which is

named for business aviation leaders Harry Combs and John Gates, and recognizes aviation history, research and preservation efforts.

During NBAA’s 2010 convention, Hoover was among several business aviators presented with Wright Brothers Master Pilot Certificates from the FAA. Also recognized in the ceremony that year were Neil Armstrong, Gene Cernan, Clay Lacy, Russ Meyer and Arnold Palmer.

In 2014, Hoover received NBAA’s Meritorious Service to Aviation Award, the organization’s highest honor, at the association’s 2014 convention in Orlando, FL.

In 2015, a documentary film titled “Flying the Feathered Edge: The Bob Hoover Project” was recognized with the Combs Gates Award during NBAA’s convention ■

Brexit Heralds Potential Changes to UK And EU Chemical Product Sector

Metropolitan Airport News believes Brexit is a major financial and trade event and will affect import/export rules and processes, as well as intra-governmental trade and fiscal relations. The ramifications of this breaking away by Britain, will not be limited to Britain and the EU, but throughout the world. While on the surface, this report appears to reflect changes only involving intra-European trade, there is a direct effect on exports coming from the United States, Canada and Switzerland; especially in the pharmaceutical, biotic and cosmetic sectors. **—The Editor**



Summary

The historic referendum vote on 23 June 2016 by the public in the United Kingdom (UK) (which includes England, Scotland, Wales, Northern Ireland, and Gibraltar) on whether the UK should remain in the European Union (EU), otherwise known as “Brexit,” has sparked many concerns in businesses operating in Europe and the UK. The future of many political, trade and commerce issues between the UK and the EU will remain unsettled until the former’s formal initiation of Article 50 procedures under the Treaty on European Union (“Withdrawal of a Member State from the EU”) and the related negotiations. However, it is clear now that if Brexit does occur – and the UK does leave the EU – companies, especially importers of chemicals and chemical products, must have a proactive strategy to handle the commerce and regulatory impacts of the UK’s departure from the EU.

3E Analysis

Several possibilities exist for the types of relationships the UK may negotiate with the EU:

- The UK may negotiate to be part of the European Economic Area (EEA) similarly to Iceland, Liechtenstein and Norway;
- The UK may develop a bilateral agreement similarly to the one existing between the EU and Switzerland; or
- Alternative agreements may be made.

If the UK becomes part of the EEA, it will continue to follow EU directives and regulations. If the UK follows the direction of Switzerland, it will have more autonomy but will

have to abide by much of the EU directives and regulations as negotiated. A third option is that the UK may blaze a new trail and negotiate an alternate arrangement.

Regardless of which direction the UK-EU relationship might take, companies currently utilizing UK partners to comply with EU laws will likely have to shift strategy when the UK-EU split occurs.

Impacts of UK Companies’ Status to Act as Representatives Under REACH

Under the REACH Regulation, manufacturers and formulators of chemical substances and preparations who have no presence in the European Economic Area (EEA) - which is comprised of EU members, Iceland, Liechtenstein and Norway - must obtain an “Only Representative” (OR) to comply with the EU compliance obligations similarly to those placed on EU importers and manufacturers.

Many companies outside of the EU either delegate these responsibilities under REACH to their EU importers or appoint EU companies as their ORs through contractual agreements. With the UK as a member state of the EU, many non-EU companies have formed these types of contractual relationships with UK companies in order to access the EU market. These contractual agreements are in jeopardy because if the UK leaves the EU, the UK companies will be ineligible to act as ORs. If the UK manages to negotiate a similar agreement to the EEA agreement which currently exist between the EU and Iceland, Liechtenstein and Norway.

Impacts On Manufacturers and Importers of Biocidal and Cosmetic Products

The EU has also created a similar system of representatives for non-EU companies selling biocidal and cosmetic products on to the EU market. Only cosmetic products for which a legal or natural person is designated within the EU as a “responsible person” (or RP) can be placed on the market. The EU Cosmetic Regulation outlines the precise definition of the RPs and their obligations.

Under Article 95 of the Biocidal Products Regulation (BPR), only a person established in the EU who manufactures and imports biocidal substances or products containing such substances may submit a dossier and receive authorization to place the product on the market.

Similar to arrangements for ORs, many companies have business arrangements with UK companies for them to act as RPs for cosmetics or Article 95 representatives for biocidal products. Once the UK officially leaves the EU, it is unlikely that these arrangements would continue to satisfy the EU’s current obligations.

UK authority’s status as an Evaluating Member State

Currently, the UK is one of the EU member state authorities that conducts chemical evaluations for a variety of products:

- Biocides
- Plant protection products
- REACH (substance evaluation, SVHC, etc.)

It is unclear the impact of these evaluations between now and the formal exit by the UK. It is likely that dossiers completed prior to the formal exit date will be allowed to stand while non-completed work will have to be transferred to other authorities or cease altogether.

Brexit: Next steps

While it appears in media reports that the UK will leave the EU, the referendum is not legally binding – the UK is not required to leave the EU as a result of the vote. Many political changes in Britain are in play and may affect the final outcome.

If Britain does exit the EU, it will be the first country to do so and the first time that Article 50 has been used. Politics in the EU will affect the regulatory evolution as well, as EU officials may seek to deny benefits to the UK after a formal exit in order to dissuade other countries from following suit.

Once Article 50 of the Lisbon Treaty is formally triggered, the UK will have two years to finalize negotiations with the EU on a plethora of topics including regulations impacting

companies, substances, and products, new trade, and movement of people.

If after this two-year window, trade deals have not been completed or agreed, the UK would have to seek the unanimous approval of the remaining 27 member states for an extension of this negotiation period.

Given the prevailing negative view of Brexit on the continent, this unanimous approval would be very unlikely, so it’s possible that the UK may be divorced from the EU without any trade deals in place. Historically, countries like Switzerland, Canada and the US have taken 10 years or more to agree trade deals with the EU. If two years pass after Article 50 is invoked, and trade deals have not been completed, businesses would be subjected to non-EU trade tariffs which would likely disadvantage the UK economy and the businesses operating within its jurisdiction, as well as those wanting to do business with the UK.

Business Impact

Companies selling products on to the EU market will have to evaluate their business strategies, practices and commercial agreements to ensure that they will be in compliance with both EU and UK laws and regulations as they evolve. Companies with contractual agreements with UK companies to act as their representative under the various regulatory schemes (ORs, RPs, Art. 95 Representatives, etc.) should look into strategies to either shift their representative to another country or company, or at the very least renegotiate the contractual agreements to allow the business to make the shift once it is clear that they have to do so. Companies who use their UK entities as the EU importers must also review and may need to restructure their process and/or supply chain as necessary.

Finally, the regulatory landscape will not shift immediately, but changes will be happening. Both the UK and EU have been at odds over certain issues, such as environmental and human health issues. If Brexit occurs, certain groups will use the opportunity to lobby the UK to create different requirements from the EU – either stricter or weaker, depending on their interests – for specific products. Companies must be vigilant in monitoring activities by both the UK and EU regulators to ensure compliance and weather any changes that might arise. ■

Written by 3E Global Research Team

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Chapter Flies Young Eagles at Girls for Aviation Day

The Experimental Aircraft Association (EAA) is an international organization of aviation enthusiasts based in Oshkosh, Wisconsin. Since its inception it has grown internationally with over 180,000 members and nearly 1,000 chapters worldwide.

On October 6, 2016, the San Antonio's EAA Chapter 35 brought smiles to dozens of young women as they integrated a Young Eagles activity with Girls in Aviation Day Camp held at Stinson Municipal Airport. This event, hosted by the Alamo City Chapter of Women in Aviation International (WAI), involved more than a dozen other agencies. These groups worked together to provide a structured aviation learning event for more than 50 young ladies and their families, culminating in a Young Eagles flight provided by chapter volunteers under the leadership of Phil Vaneau — who had just arrived back from Africa in time for the event.

The event was held at Stinson Municipal airport, the second oldest continuously operating airport in the United States as it celebrates 100 years in operation. The location was emblematic as the airport was founded by aviation pioneers Katherine and Marjorie Stinson as a flight school before World War I — long before women would enter aviation in large numbers. **CHUCK FISHER, EAA**



Hawaiian Airlines Goes Moana

Hawaiian Airlines, in collaboration with Walt Disney Studios, unveiled last weekend the first of three custom Airbus A330 aircraft painted with imagery from “Moana.”

The inaugural decal design features four characters from the movie, including the demigod Maui, the adventurous teenager Moana, and her two friends: Heihei the rooster and Pua the pig.

Next month, Hawaiian will reveal two additional livery designs, reimagining each aircraft as a modern-day voyaging canoe, flying Moana, Maui and their friends.

The overhead luggage bins on all three “Moana”-themed Airbus A330s are also being decorated with characters and artwork from the film. The planes will fly on Hawaiian’s regularly scheduled U.S. domestic routes as well as to international destinations, including Brisbane and Sydney, Australia, Osaka and Tokyo, Japan, and Auckland, New Zealand, through March 2017.

The movie will be released Nov. 23. ■

Samsung Galaxy S7 Banned On US Flights

And worse news for Samsung as replacement also explodes.

Samsung Galaxy Note 7 devices will be banned from all aircraft in the U.S., regulators said. Friday. The ban went into effect on October 15th 2016.

The U.S. Department of Transportation, with the Federal Aviation Administration and the Pipeline and Hazardous Materials Safety Administration, said owners of the troubled smartphone cannot transport the device on their person, in carry-on baggage, or in checked baggage on flights to, from, or within the country.

Samsung announced Tuesday it was permanently halting the production of its flagship phone following reports of the device catching fire due to overheating.

“We recognize that banning these phones from airlines will inconvenience some passengers, but the safety of all those aboard an aircraft must take priority,” Transportation Secretary Anthony Foxx said in a statement. “We are taking this additional step because even one fire incident in flight poses a high risk of severe personal injury and puts many lives at risk.”

Passengers traveling with the Note 7 will be denied boarding, the regulators said. Those found violating the ban could face fines and even criminal prosecution.

If there’s one thing that will define 2016, it will be exploding smartphones. Courtesy of the Galaxy Note 7, any device that explodes tricks users into believing that there is a patter. While this fact is true with the Note 7, there’s no reason to believe other devices are malfunctioning as well. Nevertheless, it’s still interesting to see how reports of such incidents have started to increase.

Today, it’s the Galaxy S7 Edge’s turn to surprise us. Compared to the Note 7, the device has seen few incidents of overheating. A month back one user reports such a case. His S7 Edge exploded in his jeans. This resulted in second and third degree burns. Another Galaxy S7 Edge exploded while charging last month, and today’s device also suffers a similar fate.

The device is completely wrecked from the explosion and the usual third party culprits can’t be blamed either. The user claims he was using Samsung’s original charger with the device. His luck seems to be particularly poor when it comes to Samsung’s device. This customer had received the Galaxy S7 Edge two weeks back, after he’d traded in his replacement Galaxy Note 7. It’ll be interesting to know whether he will stick with Samsung after this incident. In any case, he’ll definitely sleep with one eye open if any smartphones are charging in the vicinity.

All eyes are now on Samsung’s upcoming Galaxy S8. The company’s Note 7 investigation has hindered the device’s launch schedule according to recent reports. The S8 has seen a lot of rumors over the past couple of months. The most interesting of these is the presence of a dual camera AND an iris scanner on the device. We’re also hearing about Samsung choosing to skip standard screens this year. ■



Commemorative Event for Susan Baer at Vaughn College

A commemorative event is planned for Susan Baer at Vaughn College of Aeronautics between 7 to 9PM on Tuesday, November 15th at the college’s auditorium.

What better place for this event since Susan and her mentor Bill DeCota devoted so much of their time and energy for the school. The event is jointly sponsored by the Port Authority NYNJ, Vaughn College of Aeronautics and ARUP.

A scholarship has been established in recognition of the impact Sue had in her professional career.

If you wish to attend, please use the following link to register: **<https://goo.gl/FwV4Bx>**



“Hello Bonjour Canada” MD 11 Lufthansa Freighter Becomes Goodwill Ambassador

A Lufthansa Cargo MD-11 freighter now bears the name ‘Hello, Bonjour Canada’ and will carry this message with it around the world.

The D-ALCI registration aircraft was named at Pearson International Airport in Toronto, Canada, by Bernhard Kindelbacher, vice president for the Americas at Lufthansa Cargo, and by Peter Fahrenholtz, the German Consul General in Canada.

This naming ceremony featured a classic water salute from Toronto Pearson Fire and Emergency Services and the traditional Champagne baptism. Also, a member of the Royal Canadian Mounted Police took part in the naming ceremony.

Kindelbacher said: “The greeting ‘Hello, Bonjour Canada’ stands for the close connection between Lufthansa Cargo and Canada. Both countries look back on a long shared history. Since the earliest days of the discovery of the ‘New World’ up through today, trade between both countries has stood for efficiency and speed.

Lufthansa has been serving customers in Canada since as early as 1956. Just one year after Lufthansa’s first North Atlantic flight to New York, the company began flying to Montreal.

The ‘Hello, Bonjour Canada’ is already the tenth Lufthansa Cargo aircraft to be renamed. The names of the freighters are based on the winning concept of an open creative competition that Lufthansa Cargo organized in 2013 to choose names for the aircraft in its entire fleet.

From the more than 40,000 potential aircraft names submitted to Lufthansa Cargo within six weeks, a jury selected the main concept ‘Say hello around the world’. In keeping with the concept, all Lufthansa Cargo freighters will be named from now on with greetings in some 20 languages. ■



Upcoming Events

November 10:

**AIR CARGO WORLD'S
ELEVATE 2016**
Mandarin Oriental Miami, Miami, FL
www.elevateaircargo.com

November 12:

KAAMCO DINNER DANCE
Mandarin Oriental Hotel, New York, NY
www.kaamco.org

November 12 & 19:

**VAUGHN COLLEGE
OPEN HOUSE**
Vaughn College, East Elmhurst, NY
www.vaughn.edu

November 15:

**COMMEMORATIVE EVENT
FOR SUSAN BAER**
Vaughn College, East Elmhurst, NY
<https://goo.gl/FwV4Bx>

November 17:

**JFK AIR CARGO ASSOCIATION
NOVEMBER LUNCHEON**
Hilton New York JFK Airport,
Jamaica, NY
www.jfkaircargo.net

November 17:

HOLIDAY FAIR AT UNION SQUARE
Union Square New York, NY
www.urbanspacenyc.com

November 18:

THE WINGS CLUB LUNCHEON
Speaker: Alex Cruz, Chairman and Chief
Executive Officer, British Airways
The Yale Club, New York, NY
www.wingsclub.org

November 25-27:

**THE 27TH ANNUAL
FESTIVAL OF TREES**
A spectacular array of holiday trees
and a gingerbread village.
Cradle of Aviation, East Garden City, NY
www.cradleofaviation.org

November 29:

COLUMBUS CIRCLE HOLIDAY FAIR
Central Park West and 59th Street NY
www.urbanspace.com

December 3:

**THE PAN AM INAUGURAL
CLIPPER GALA**
Cradle of Aviation Museum,
Garden City, NY
www.thepanamuseum.org

December 6:

**JFK ROTARY CLUB'S
ANNUAL CHILDREN'S PARTY
FOR LEARNING DISABLED CHILDREN**
JetBlue Hangar, New York, NY
www.jfkrotaryclub.org

December 7:

**METROPOLITAN AIRPORT NEWS
FIRST ANNUAL HOLIDAY PARTY**
The Inn at New Hyde Park,
New Hyde Park, NY
*For additional information
Contact Katie Bliss at:
kbliss@metroairportnews.com
www.metroairportnews.com*

December 8:

THE WINGS CLUB LUNCHEON
Speaker: Gary Kelly, President and CEO,
Southwest Airlines
The Yale Club, New York, NY
www.wingsclub.org

December 11:

THE CHOCOLATE EXPO –
Sample, taste and buy.
Cradle of Aviation Museum,
Garden City, NY
www.cradleofaviation.org

December 13:

**JFK AIR CARGO ASSOCIATION
2016 ANNUAL HOLIDAY LUNCHEON**
Russo's on the Bay, Howard Beach, NY
www.jfkaircargo.net

*Metropolitan Airport News calendar events must be received by mail, fax, or e-mail:
events@metroairportnews.com, one week before it is intended to appear in the issue.
Upcoming events are also online at www.metroairportnews.com/airport-events*

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and Be Merry*

at the Metropolitan Airport News
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December 7, 2016 • 7:00PM - 11:00PM
The Inn at New Hyde Park

For More Information or to RSVP
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